

VIRGINIA COAL IS IN GREAT DEMAND

Mines of the Southwest Have Had a Year of Phenomenal Activity.

APPALACHIA, GROWING TOWN

Railroads Doing Their Best to Help the Cause—Improvements and Enlargements.

Appalachia, Va., February 1.—The first month of the new year has been most propitious in Southwest Virginia. In fact, never before since the coal fields were opened has there been such wide and general prosperity in the mining industry and other lines of business dependent thereon. Nor has there ever been a time when the outlook for a continued good business was brighter.

During the month the coal companies have placed orders for a large amount of new equipment, and plans have been made for many additional improvements at the various plants in the field. The Stonegate Coal and Coke Company has notified its vice-president, through its vice-president, that it has decided to build a new plant, thirty-seven new houses at Imboden and a lodge hall; forty-five new houses at Roda; twenty new houses and lodge hall at Oakes; and fifty new houses and lodge hall at Arno—all of them five and six room, weather-boarded and plastered buildings. The company has also purchased 225 new mine cars and sixteen electric mine locomotives. The total amounts to approximately \$250,000.

Railroads Keeping Pace.
The market for coal has never been more favorable for the Virginia mines than at the present time. Indeed, the entire year that has passed was one of practically unbroken demand for Virginia coal, and except for the occasional car shortage, not a day was lost by a man who wanted to work.

The railroads, too, to keep pace with the growth of coal shipments from the southern counties, have been doing a considerable amount of track and terminal work as well as providing more rolling stock. The Interstate Railroad has begun to receive the first of its new 100-ton capacity stock cars, and has invested \$500,000 in the mining industry of Southwest Virginia. Also the Virginia and Southwest Railroad is arranging for extensive shop and terminal facilities at Appalachia.

Benefits of Appalachia.
The activities of the mining companies and railroads are reflected in all lines of business, and particularly in the towns of this coal field. Here in Appalachia, which is quite a part of a town, in the way of growth, a great deal of improvement is to be completed this year. A new water works and sewerage system, town hall and street grading, and a large number of new enterprises are being organized—a machine shop, laundry, new hotel and railroad depot. The town already has a wholesale grocery, flouring mill, ice plant, bottling works, creamery, cold storage plant, two flouring mills, two hotels and a modern printing plant, which issues the widely known newspaper, the Cumberland Progressive. The population is about 3,500, and growing rapidly. It is the center of the largest mining operations in Virginia and, also, of Wise County's great \$1,000,000 road system.

INDUSTRIAL BITS ALL OVER VIRGINIA

(Continued From First Page.)
Sight that are good and profitable to the community, and if the Farmer Fertilizer Company wants to come in it will be welcomed with open arms.

An election will be held in Barkley and Livingston Districts, in Spotsylvania County, on Tuesday next, to determine the question of issuing bonds for the improvement of the public highways in those districts.

The annual report of the board of directors of the Eastern Shore Produce Exchange, a co-operative organization of Eastern Shore farmers and truck growers, shows that the volume of business for 1912 amounted to \$3,650,000. The volume of produce, embracing Irish potatoes, sweet potatoes, cabbage, berries, onions, etc., totaled nearly 2,000,000 packages.

Declaring a dividend of 10 per cent over and above all expenses, there still remained in the treasury a net revenue of \$25,000. One-half of this amount was added to the surplus fund, and the remaining \$12,500 was divided among the loyal shippers who are members of the co-operative organization.

Newport News rejoices in the fact that the transportation companies which serve that good city expect to lighten the burden of the freight bills by making a concession that all export towns do not enjoy.

The announcement was made that the United States government contract for 325,000 pounds of tobacco for the navy had been awarded to Martin Brothers, of New York, was in a way misleading. The tobacco was to be furnished to the government by the American Tobacco Company, Inc., of Petersburg. Martin Brothers are the brokers for this Petersburg firm, and the bid was registered in their name.

As part of the exhibit of the Southern Railway system at the National Corn Exposition at Columbia, S. C., M. V. Richards, land and industrial agent of the system, prepared an attractive booklet of eight pages, bristling with facts and figures from official sources, showing the corn-growing possibilities of Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, the corn crop increasing from 12,144,377 bushels in 1908 to 157,979,400 in 1909, to 205,125,000 bushels, valued at \$214,740,000, in 1912, an increase of \$24,470,262 bushels in quantity, and \$178,000,000 in value.

Birds for Canada.
About six hundred English songbirds are shortly to be sent from England to Canada, where singing birds are rare. They will be kept in aviaries until they are used to the climate, and then they will be set free. The consignments include seventy-four pairs of larks and thirty-five pairs of robins.

SLATE MAKING IN BUCKINGHAM



YARDS AND DUMPS.

NEW INDUSTRIES, OLD ONES LARGER

Southern Developed as Shown by the Transactions of a Single Week.

PATRICK COUNTY'S TIMBER

Various Enterprises in Two Virginias and North Carolina. All Over the South.

(Special to The Times-Dispatch.)
Baltimore, February 1.—Among the Southern industrial and other developments reported in this week's issue of the Manufacturers' Record are the following:

White, Weld & Co., New York, and other interests, organized syndicate to build by-product cooking plants in various parts of the country, including St. Louis, Mo., where the plant will probably cost \$2,000,000.

Arundel Sand and Gravel Co., Filbert Paving and Construction Co., Sanford & Brooks Co., First Concrete Sewer Construction Co., Washington Stone Co., and Potomac Sand and Gravel Co., Baltimore, Md., plan consolidation with capital stock of \$2,000,000; new corporation probably named Arundel Sand and Gravel Co.

Georgia Realty and Manufacturing Co., Macon, Ga., recently reported incorporated with capital stock of \$1,000,000, will mine bauxite and manufacture wood pulp.

Tri-State Lumber Co., Union, W. Va., will develop 30,000 acres of timber land on Johns Creek, estimated to cut 150,000,000 feet of lumber.

Georges Lumber Co., Roanoke, Va., was incorporated with capital stock of \$50,000 and will develop 8,000 acres of timber land in Patrick County, estimated to contain 60,000,000 feet of lumber, construct seven-mile railroad, etc., has three mills on tract.

Ludington Lumber Co., Ludington, La., was incorporated with capital stock of \$50,000 and acquired 67,000 acres of timber land, mills, etc.

Realty Realization Co., Chicago, Ill., awarded contract to prepare 45,000 acres of land in St. Bernard parish, La., for cultivation; reports state \$1,500,000 will be invested in dredging contract.

Eugene Nolte and associates of San Antonio, Tex., acquired Merchants' Ice and Cold Storage Co., and will build ice and cold storage plant at an estimated cost of \$250,000.

Trustees of Atlantic and Gulf Portland Cement Co., Pageland, Ala., contemplate adding three full mills and increasing power capacity of plant 500 kilowatts, capacity of mill to be 2,000 barrels daily; expenditure will not exceed \$50,000.

D. C. Thomas Coal Co. was incorporated with capital stock of \$50,000 by D. C. Thomas, of Crofton, Pa., and associates to develop coal lands near Seng, W. Va.

Dixie Cotton Mills, LaGrange, Ga., awarded contract to erect 145-foot two-story extension to present mill, to accommodate 13,000 additional spindles.

Georgia Realty and Manufacturing Co., Macon, Ga., will install three plants, costing \$100,000 each to develop bauxite, kaolin and fuller earth deposits.

Blue Ridge Lumber Company, Neola, W. Va., was incorporated with capital stock of \$217,000, to develop timber land.

Karmak Coal Company, Fairmont, W. Va., was incorporated with capital stock of \$100,000, to develop coal lands.

Littman Mills, Salisbury, N. C., was incorporated with capital stock of \$50,000, to manufacture cotton novelties.

Kestler-Schuler Coal Company, Mann, W. Va., was incorporated with capital stock of \$50,000, to develop coal lands.

Universal Screen and Blind Company, Richmond, was incorporated with capital stock of \$50,000, to manufacture combination screen and blind.

Baugh & Sons Co., Baltimore, Md., will erect fertilizer plant at Norfolk, Va., to manufacture sulphuric acid, nitrates, etc.

Rapids, N. C., increased capital stock from \$500,000 to \$1,000,000 and will add 2,800 spindles and ninety-six looms.

Chesapeake Pulp and Paper Company, Norfolk, Va., contemplates construction of pulp plant at West Point, Va., and later plans to convert pulp into paper.

SLATE INDUSTRY IN OLD BUCKINGHAM

(Continued From First Page.)

roofed with this slate one hundred and twenty-five years ago, and it is known that the Trenton Mill is a hundred years old. The roofing was crudely done, but it was well done, and it was still in fact, and it was put on the building, and no man who has ever operated the mills has ever been known to complain of leaking roofs.

Superior to Gas Fumes.
Again, the Trenton Gas House at Norfolk, Va., was covered with Buckingham slate more than sixty years ago. Twenty years later it was found that the gas fumes had caused the decomposition of so much of the superstructure of the building that a new house had to be built. It was found that the slate roof was perfect, the gas fumes having had no effect whatever upon it. The roof was carefully taken off and the same slate used in covering the new building. Another twenty years, maybe a little more, rolled around, and again it was discovered that the gas fumes had eaten into the superstructure, and again a new one had to be erected, but the slate roof was still in fact, and the same slate was again used. This time the superstructure was made of steel and the Buckingham slate was put on with copper fastenings. This rebuilt gas-house is still in Norfolk with the Buckingham slate roof doing perfect service, having now been used three

times and nearly three-quarters of a century.

But, coming near home, the old Richmond Theatre on Broad Street was covered, when built, more than sixty years ago, with the Buckingham blue-black slate. The old theatre was pulled down some years ago, and the contractor finding the roof in perfect condition saved the slate and used it in roofing two smaller houses in the northern part of the city, and it is doing service thereon to this day, and is not broken up by fire and firemen or destroyed by war by the hand of man, will keep on doing service to the end of time.

Little or No Lime.
I do not mean to make light of Professor Dale's technical description of Buckingham slate, for there may be those among my readers who can understand it. For their benefit, I will give the analysis of this slate, which is as follows:

"The sample, dried at 212 degrees Fahrenheit, contains: silica, 69.65 per cent; alumina, 16.87 per cent; ferri-oxide, 7.75 per cent; magnesia, trace; lime (Ca O), 1.91 per cent; carbon dioxide, trace; sulphur, .69 per cent; potash, 3.80 per cent; soda, 2.18 per cent; water and organic matter, 3.63 per cent.

It will be observed that the only constituent found in the above that can possibly be subject to discoloring and consequent disintegration is lime, and the percentage of that is so small that it could not have any appreciable effect. I am told that in the clay slates the percentage of lime is from five to fifteen times as great. To those who understand an analysis, when they read it the above shows conclusively the tensile strength of the famous blue-black of Buckingham.

There is a way, however, that one who does not understand the technical terms can tell what is superior and what is inferior in slate. That which will not lose its color, which will not disintegrate, and that which will not contain metallic constituents which give it a ringing sound when struck with an implement or with the hand. The clay slates that will discolor and then disintegrate will not ring. Every piece that is taken from this Buckingham deposit, which has been made into the shingle, dressed and made into the shingle, will ring almost like a bell when held up and struck with the hand or with any kind of implement. The experts tell me that when a piece of slate stands this test it may be sure that it is indestructible.

Uses of Good Slate.
As already stated these Buckingham slate quarries have been worked for more than a half century, but there seems to be as much slate here now as ever. There are yet many acres, even miles of the lands loaded with slate that can be developed to add to the wealth of Old Virginia. Most slate is being taken out now than ever before, and there can be no doubt that the amount of the output will from now on grow rapidly, for economic uses to which slate can be put are rapidly increasing, being proportionate to the commercial strides in every direction. The increasing familiarity with the blue-black slate, and its superiority over products similarly used, because of its nonporous character, its durability and its electrical non-conductivity, is rapidly being recognized. In short, there is no substance equaling a high grade mica in any capacity where it is used, for no other material used for the same purpose as blue-black slate, has anything like the latter's efficiency.

The three purposes for which slate is chiefly used are for roofing, electrical and structural work. Slate roofing purposes has been in use to a greater or lesser extent for centuries, but its advantages for this purpose on account of its durability, its non-inflammability, resistance to fire and lightning, are being increasingly recognized. In short, the demand for slate has probably increased more than ever in the result of some of the same industrial agencies that have caused the great phenomenal growth of the Portland cement industry, with, however, this difference—that the material suitable for the manufacture of cement is much more widely distributed, while slate deposits of economical importance are relatively scarce.

Superior Roofing Material.
The initial cost of slate roofing is really but little higher than the best grade of wood shingles, and but slightly more than tin. Moreover, the wood shingles will decay, and the tin has to be painted every two or three years, and at that it will rust and require replacing in a few years, while a superior slate like the Buckingham blue-black will last—well, no man lives long enough to say just how long—but it is practically indestructible.

Again, there is an erroneous idea that in order to carry a slate roof a house must be constructed more strongly than for shingles, whereas, as a matter of fact, any substantially built house can carry slate without strain whatever. Then also the difference in weight is compensated for by reason of the fact that in winter, snow, with its added weight, clings to shingles, but soon slides off the slate.

Fire ordinances are being passed in all progressive cities and villages, prohibiting the use of any inflammable material for roofing purposes, because of the fact that fires spread from roof to roof where shingles are used. Slate, therefore, affords as a substitute the

only inexpensive and at the same time vastly more durable material. Furthermore, buildings roofed with slate have the advantage of a reduced insurance rate.

The use of slate for roofing in the country districts is a subject that is being extensively agitated. No barns or other farm buildings covered by slate, because of the complete insulation that it affords, have ever been known, it is stated, to have been burned from this cause.

Growing Virginia Industry.
This increased demand for superior slate that will do the work will inevitably bring the Buckingham product into greater prominence than ever before, for it has no superior on the earth. This latter fact is known far and near, for the Buckingham slate has been shipped all over the country, and much of it has been exported to Great Britain and is now in use as roofing in Scotland and England. Operators here now hold medals for superiority won at the Centennial Exposition in 1876, at international exhibitions held in London, Chicago and St. Louis, and at the Jamestown Exposition, of recent date.

Quite a number of quarries are being vigorously worked here now and others are to be at an early date. The Buckenham quarry employ from 650 to 750 men, a majority of whom are expert workmen called "slate makers," although the slate is really made by the forces of nature and the business of the "makers" is to split it and shape it ready for the builders' use. This number of miners and slate makers could not produce the amount of goods that is shipped from here unless they had the assistance of machinery, and the demonstration orchard in the All of the quarries have put in up-to-date and first-class machinery, which consists of enormous steam boilers and engines, gravity cable ways, automatic self-dumping cars, riers, dressing machines, trimmers, etc. All of the yards have ample slide trackage and the loading of cars is done in a hurry. The Chesapeake and Ohio Railway, which operates the line in this county, and the Baltimore and Annapolis branch, encourage and foster this immense slate industry and the operators register no complaints about freight rates, and they very rarely suffer from car shortage, and when they do it is only for a day or two at the farthest.

Indeed slate getting and slate making in Buckingham is a great Virginia industry, and it is destined to become much greater, for there is no telling what capital and energy and skill will not do with these immense deposits of the best roofing material the world has ever known. Truly it is an interesting subject, and I expect to write more on it.

DYNAMING FIGS AND PECANS.
Powerful Explosives Being Used to Give the New Trees Better Chance.
West Point, Va., February 1.—A segment of dynamite was received a few days ago by the Old Dominion Industrial Corporation, and a demonstration of the modern methods of subsoiling was given on a small scale at the demonstration orchard, near at Heights. This work was in charge of an expert sent out by the DuPont Powder Company, and will prove very instructive to those interested in up-to-date farming, who are not content with the old-fashioned hoe and shovel, but who are using a larger scale, which will be a little later in the season under better weather conditions.

The particular plot of ground at Euclid Heights chosen for this demonstration is known to be underlain by hard, impervious subsoil, that may retard the growth of figs and pecans. About 500 trees were set out here last spring and, though less than 5 per cent of the young trees died, there was a very good record for so dry a season as last summer proved to be. Still the growth made was short of dynamiting experiment is being tried to prove its effectiveness in opening up the subsoil and giving the trees a chance to develop.

Both the fig and pecan thrive wonderfully where there is a loose subsoil, but it is the purpose of the dynamite to show that by opening up the hard subsoil by dynamite, plant the trees will do equally as well.

Non With Metal Hands.
According to the St. Louis correspondent of the New York World, Gilbert W. Parkheimer, a farmer of Salem, Ind., who lost both arms, has metal hands which he manages so well that he can shave, sew, write and catch or throw a ball.

SEED.
GRASS SEED,
ALFALFA, CLOVERS,
VETCHES, RAPE,
SOJA BEANS, MILLET,
COW PEAS, CANE SEED,
SEEDS OF GRAIN, HAY,
DAIRY FEED,
POULTRY FEED, Etc.

Write for prices.

Carter, Venable & Co., Inc.

1001 E. Canal Street,

Richmond, Va.

REAL ESTATE AND BUILDING NEWS

(Continued From First Page.)

In Westhampton Heights to such buyers, and they propose to commence building as soon as they can have suitable interviews with the contractors and architects.

Bowles & Jones Company sold M. I. Schluter the residence, 2506 Stuart Avenue for \$3,400; two houses on South Harrison Street to J. R. Garrett for \$3,000; No. 402 North Twentieth Street to J. H. Hensley for \$4,000, and eight flats in Fulton for \$6,000. This firm also made a somewhat remarkable sale of acreage. C. R. Robinson bought from them twenty-eight acres in Chesterfield County, on the Petersburg car line, two and a half miles from the Southern city limits, and proposes to build a handsome home there, and become an agriculturist. The consideration was \$5,000, and the thing that was remarkable and unusual about the deal was the fact that Mr. Robinson planked down the cash in full.

Robinson & Phillips report sales in various parts of the city amounting to a little over \$25,000.

George C. Poindeux & Co., sold a tract of timber land of 450 acres in New Kent County to William Pedro, of this city. The consideration was \$9,000. This firm also sold a half a block on Chaffin Street, near the reservoir, to J. M. Deasy for \$4,000, also seven-five front feet of Broad Street dirt, between Sheppard and West Streets, to E. F. Poindeux for \$11,250, and several other sales, including a lot on the Boulevard to P. D. Overton for \$2,000.

Pollard & Bagby sold No. 1629 West Broad Street for H. S. Wallerstein to C. G. Dew. The consideration being \$12,000. They also sold some Hanover Street property, and made several other small deals, about which they give no particulars.

There were many other small sales in many parts of the city and out in the suburbs, but the agents shake the heads and say that they were not large enough or of sufficient importance to be reported.

E. F. Schmidt & Co., active real estate agents, have removed their offices from 118 and 119 American National Bank building, to 509 East Franklin Street, where they stuck out their shingle in the latter part of the week.

THE UNION BANK.

Unique History of Strong Financial Institutions. Twenty-Four Per Cent Dividend.

The Union Bank of this city, famous for good dividends, outdid its own good record last year, the board of directors having just declared a dividend from the 1912 work of 24 per cent on the capital stock. Former annual dividends were from 4 to 8 per cent, growing in this manner from year to year. This bank has a record that but few institutions of its kind can lay claim to. It was organized in the spring of 1886 with Isaac Davenport, Jr., as president, and James Miller as cashier. It commenced business in building No. 1164 East Main, then owned and occupied by the First National Bank, that is in a small corner of the building. In June of last year the Union purchased this same building, and now has its permanent home there. The interior of the building has been beautifully fixed up with all of the requirements for modern banking.

It is worth remembering that in the earlier history of the Union its stock which had a par value of \$50, was declared paid in full when the stockholders had really paid in only \$35 per share. The capital stock now amounts to \$219,750, and the bank carries a surplus of \$99,184.75. The officers of to-day are: R. B. Beasley, president, and George W. Call, cashier. President Beasley and the following gentlemen constitute the board of directors: R. T. Arrington, Charles Davenport, M. J. Strauss, George W. Miller, S. W. Tompkins and Gordon Wallace.

WONDERFUL GROWTH.
Automobile Industry Makes Prodigious Strides in U. S. in Five Years.
An article in Scribner's Magazine sums up the automobile situation as follows:

Five years ago the automobile was only a traveler's tale and the hobby of a few crack-brained experimenters. Five years ago the automobile was a curiosity, a thing produced about 100,000 cars. This year about 500,000 cars will be built, whose total value will exceed \$600,000,000. The city alone will purchase 300,000 cars—one factory, 200,000.

In 1905 the lowest practical price for a complete automobile was a better one costs but \$600. Cars equal to those costing 1,500 and costing 2,000 are now sold for \$1,200 to-day, and \$900 buys a car better than the \$1,200 car of the earlier date.

In 1908 about 30,000 of our citizens owned automobiles. Before summer there will be an automobile for every 100 persons. In 1908 our export motor business was not worth \$25,000,000. Last year it exceeded \$250,000,000.

Five years ago this country had but a single automobile truck. Today there are some 40,000 trucks, many of them of the latest type, giving satisfaction to 18,000 owners, and the percentage of growth in this business exceeds that in the pleasure-car field.

To-day the invested capital in the automobile business in this country is \$1,000,000,000. The United States Steel Corporation.

Most of the employees are skilled; most of them work in modern, wholesome factories and all are well paid.

Five years ago the automobile was a wonder, a thing that defied the imagination. It was a thing that was not to be taken seriously. It was a thing that was not to be taken seriously.

Today the automobile is a thing that is taken seriously. It is a thing that is taken seriously. It is a thing that is taken seriously.

What's a Child Worth?
The Supreme Court of Pennsylvania has just held that the life of a child is worth in damages to the parent exactly the amount of the doctor's bill and the funeral expenses. No damages can be awarded for the sorrow or grief of the parents, holds the court, and positive testimony must be submitted to prove the money before any damages can be awarded at all. All of which may be sound law and duly founded on justice and equity, but it is strong enough to discourage careless motorists, and the like in the killing of children?

WHAT

The future holds for you depends entirely upon your own degree of determination. Old age has its terrors, but not for the thrifty. Start your thriftiness with us to-day. Three per cent in Savings Department.

Richmond Bank and Trust Company

Northwest Corner Main and Eleventh Streets.

HENRY S. HUTZLER & CO.

BANKERS

SOLICIT YOUR PATRONAGE IN ALL LINES OF GENERAL BANKING. INTEREST ALLOWED ON SAVINGS-ACCOUNTS.

Careful Courteous Consideration

Of your business needs is our constant aim.

First National Bank

Ninth and Main.

CAPITAL AND SURPLUS \$3,000,000

BUSY LITTLE TOWN

LIVELY VICTORIA

(Continued From First Page.)
plow. This land is very valuable, being adapted to the growth of all the principal crops of the State, especially to that of bright tobacco, which is now bringing such remunerative figures for the farmer.

There is on the market a large quantity of this land, which can be bought at very reasonable prices, and on easy payments.

The roads leading to Victoria are being made fine. A gray soil road leads from Victoria to Lunenburg, the county seat, a distance of three miles. A farmer can drive into town to market his produce from a distance of five or six miles in a few minutes, and can find ready sale for what he brings at good prices.

Getting Rich

The quickest way to get ahead in the world is to save a part of your earnings regularly.

Miss big profits and miss big losses.

Accept fair but sure returns.

Open a savings account with the Manchester National Bank.

We pay three per cent compound interest.

Manchester National Bank

F. P. McConnell, President
W. L. Walters, Vice-President
A. A. Adkins, Vice-President
D. C. Ballard, Cashier
W. J. Fisher, Asst. Cashier

Branch, Cabell & Co.

1115 E. Main St.
Phone No. 42.

Members New York Stock Exchange and Chicago Board of Trade.

E. A. BARBER, Jr.

Certified Public Accountant.

E. A. BARBER & CO.,

ACCOUNTING, AUDITING, ORGANIZING, SYSTEMATIZING.
215 Mutual Building.
Phone Mad. 5321. Richmond, Va.

F. F. V.

Facts—Figures—Verified.

CHARLES F. HUDNALL

AUDITING, SYSTEMATIZING.
909 Traveler Bldg., Richmond, Va.
Monroe 431.

WE WANT YOU TO OPEN AN ACCOUNT WITH THIS BANK.

Bank of Commerce & Trusts

Ninth and Main Streets.

That little lecture applies to Virginia counties as aptly as to Davidson County, in North Carolina.

Dispensaries and Prohibition.
According to the Clifton Forge Review, it has turned out that prohibition does not successfully prohibit in Clifton Forge, and so the people are seriously considering, as an industrial proposition, asking the next Legislature to let the town have a dispensary. Well, there are towns that have made the liquor dispensary do some mighty good industrial work. The dispensary has paved the way for the collection of the next reputation of being the town "taxies town" in the world; it has paved every street in Waverly; it has built good roads in the Meherin region of Prince Edward County; it, or rather they, for Emporia has, too, have built bridges, a fine high school building, and other things to make the long-drawn-out town of Emporia beautiful. My own, I am not advocating the establishment of a dispensary at Clifton Forge, or anywhere else. I am just stating some facts for general information.

A Hint From "Down Home."
Farmers' building and loan associations are becoming very popular in North Carolina. I hope they are to be started in Virginia. The Charlotte Observer explains that the farmers who have money to loan are the investing shareholders, and to these are added the people of the cities and towns who are willing to aid the associations, and at the same time get good investments for their money. The farmers who desire to borrow look to these associations for the character must have both kinds.

President Carrington enumerates, among the things brought to pass last year by the Chamber of Commerce, a big buggy factory for Richmond, which is to get to work pretty soon. Well, I am not sure that the chamber really pulled this through, but that it has been pulled through in good, no matter who did the pulling.

The Newport News Press says: "Now that every legal requirement has been fulfilled, the small boat harbor committee should get down to work on the plans and specifications for the harbor and dock."

So mote it be.

One of the churches of Farmville has an organization known as the "Industrial Chapter." A very good thing for a church to have, if it lives up to its good name.